

NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY

```

- - - - - X
:
Major Marine Accident      :
Interviews of Investigation:  :
:
JAPANESE FISHERIES TRAINING VESSEL, :
  EHIME MARU                :
:
: DCA 01 MM 022
AND                          :
:
U.S. NAVY NUCLEAR ATTACK SUBMARINE, :
  USS GREENEVILLE           :
:
- - - - - X

```

Saturday, February 17, 2001

**INTERVIEW OF LCDR GERALD PFEIFER
[ACCOMPANIED BY LCDR TIM STONE]**

INTERVIEWING PANEL:

National Transportation Safety Board

TOM ROTH-ROFFY, Accident Investigator
BILL WOODY
BARRY STRAUCH, Human Factor Specialist

United States Navy

CDR JOHN CACCIVIO, SUBPAC
LCDR RICH SANTOMAURO
CAPT TOM KYLE, SUBPAC

United States Coast Guard

LCDR CRAIG PETERSON
LTJG KEN KUSANO
LT CHARLIE JOHNSON

[TRANSCRIPT PREPARED FROM A TAPE RECORDING.]

P R O C E E D I N G S

MR. ROTH-ROFFY: We are on the record. The time is now 13:07. The date is the 17th of February 2001. We are interviewing Lieutenant Commander Pfeifer, the executive officer of the Greenville.

Good afternoon, Commander Pfeifer.

LCDR PFEIFER: Good afternoon, sir.

MR. ROTH-ROFFY: My name is Tom Roth-Roffy, and I am an accident investigator with the National Transportation Safety Board. I am several other investigators are here investigating the accident that occurred between the USS Greenville and the shipping vessel, Ehime Maru, that occurred on February 9th, 2001.

For your information, the National Transportation Safety Board is an independent Federal Government agency responsible for investigating transportation accidents in the United States. The NTSB's Office of Marine Safety, in which I work, is responsible for investigating major marine accidents that occur on the waterways of the United States.

The purpose of the Safety Board's investigation is to determine the cause of the accident and to make recommendations aimed at preventing the reoccurrence of similar accidents. We will make no effort to assign blame or find fault with any person or agency. This investigation is strictly safety in nature and not a legal investigation.

If you desire, you may have a person with you to assist you with this interview. Is that your desire at this time?

LCDR PFEIFER: Yes, it is.

MR. ROTH-ROFFY: Okay. And --

PANEL MEMBER: Say your name.

LCDR PFEIFER: Lieutenant Commander Pfeifer. Yes, it is.

MR. ROTH-ROFFY: Okay. That person is --

LCDR PFEIFER: Lieutenant Commander Stone.

MR. ROTH-ROFFY: Could you identify yourself, please, sir.

LCDR STONE: Yes. My name is Lieutenant Commander Tim Stone, and I have been assigned by the Navy as the counsel for Commander Pfeifer.

MR. ROTH-ROFFY: Okay. Thank you.

Also joining in the interview this afternoon will be representatives from the United States Coast Guard and the United States Navy, and I would like at this time for them to introduce themselves.

MR. WOODY: Good afternoon. I am Bill Woody from the Safety Board.

MR. STRAUCH: I am Barry Strauch, a human factors investigator with the NTSB.

LT JOHNSON: Lieutenant Charlie Johnson, the United States Coast Guard.

LTJG KUSANO: Lieutenant JG Ken Kusano,

1 United States Coast Guard.

2 LCDR PETERSON: Lieutenant Commander Craig
3 Peterson, United States Coast Guard.

4 LCDR SANTOMAURO: Lieutenant Commander
5 Santomauro, United States Navy.

6 CAPT KYLE: Captain Tom Kyle, United States
7 Navy.

8 CDR CACCIVIO: Commander Caccivio from
9 SUBPAC.

10 MR. ROTH-ROFFY: Okay. So we have three from
11 the Navy and one from SUBPAC.

12 At this time, Commander Pfeifer, I would like
13 you to think back to the morning of February 9th,
14 Friday morning, and in narrative form describe your
15 activities during the morning and afternoon of Friday,
16 February 9th, and providing as much detail as you can
17 what your activities were, what you were doing, what
18 you said to you, what you told other people, what you
19 saw and what you heard. Please provide as much detail
20 as you can. I would like you to go through from start
21 to finish, and we will not interrupt you during your
22 narrative description.

23 So, when you are ready, please proceed with
24 that.

25 LCDR STONE: Sir, because Lieutenant
26 Commander Pfeifer has been -- and we have been notified
27 that he is a potential party in a court of inquiry
28 which could lead to criminal prosecution or potential
29 criminal prosecution in any number of military forms,
30 Lieutenant Commander Pfeifer on the advice of counsel
31 would like to limit those things in which he discusses
32 with you to certain areas.

33 First, what we would like to do, at one point
34 you had asked Lieutenant Commander Pfeifer to fill out
35 a sheet with regards to his activities 72 hours prior.

36 No problems providing that to you. He has that ready
37 and can provide that to you at this time, so, by all
38 means, make that available and you can ask any
39 questions regarding what is on the sheet with regards
40 to 72 hours prior. Although the last part does talk
41 about the underway period which we would like to not
42 discuss at this time. Okay?

43 And the second, Lieutenant Commander Pfeifer
44 is more than willing to discuss from the point of
45 collision after. If you have questions you would like
46 to ask him about, starting from what happens after from
47 the point right -- well, fairly close to right after
48 the collision point and then the rescue effort, and
49 then those things, if you have questions you would like
50 to ask Commander Pfeifer or if you would like a
51 narrative on any of those things, he would be more than
52 willing to go into those at that time.

53 MR. ROTH-ROFFY: Okay. Let's start from that
54 point, then, sir, if you would. Start from the moments
55 after the collision and give us a narrative description

1 from your recollection of your advance activities, what
2 you saw or heard and was told during those -- period of
3 time after the collision.

4 LCDR PFEIFER: Lieutenant Commander Pfeifer,
5 and I will just state that I did hand over the sheet of
6 my activities 72 hours before I was asked.

7 After the collision, it was recognized that
8 there was something wrong. The captain raised a
9 number-two scope and looked around. He verbally
10 expressed some anguish and something to the effect,
11 "Oh, no." That's not exactly what he said. I'm not
12 sure exactly what he said, but it was a sad -- it was a
13 sad thing to happen. I knew there was something very
14 wrong. I asked him if I could raise number-one scope.

15 There are two scopes side by side. I asked him,
16 because we were safely on the surface, but I didn't
17 want to interfere with his view or anything. He said
18 it's fine, and I raised number-one scope and I looked
19 and I saw the ship apparently didn't -- or making no
20 way and maybe riding a little low. It just didn't look
21 natural to me, and I assumed there had been a
22 collision.

23 I immediately grabbed the LMC and asked for
24 the chief of the boat to come to the Control Room, and
25 I pointed to a petty officer and asked him to escort
26 the VIPs out of the Control Room and they exited the
27 Control Room through Command Passageway which is at the
28 forward end of the Control Room. And they immediately
29 did that.

30 I handed the LMC to the captain and said --
31 and asked him to make the announcement. He did that he
32 -- he informed the crew that we were involved in a
33 collision, and action started to take place.

34 My immediate concern was to provide
35 assistance to the people. Being a submarine, I knew
36 there was going to be a finite period of time before
37 that could happen, and another immediate concern of
38 mine was that we get help.

39 How we do that in the Navy is the OPREP
40 reporting system. I went to radio and on my way there
41 met the senior chief, leading chief petty officer in
42 charge of radio, and we made eye contact, and we
43 discussed the radio circuits (SATHICOM) that we would
44 be talking on and that it would be an OPREP. He went
45 into radio, and I believe he immediately made that
46 report.

47 I apologize. I may have the next things out
48 of order. A lot of things were happening, but I am
49 recalling as best as I can the events.

50 In the interest of recovering the people, the
51 rescue swimmers would assemble in crew's mess, and I
52 did go to crew's mess and I checked on their progress.

53 I witnessed and assisted in commencing to drain the
54 forward escape trunk upper hatch. That is a procedure
55 that we have to do so that we can open the forward

1 escape trunk.

2 The forward escape trunk is on top of the
3 submarine, not up in the sail, but it is just after the
4 crew's mess area in the vicinity of where the rescue
5 swimmers are assembling, and ideally that would be the
6 location where you would recover people in this
7 situation.

8 We started to drain. The swimmers were
9 assembling, and I was -- we were prepared to open it,
10 regardless of the amount of water, and then I had a
11 concern that there may be waves and the seas might not
12 cooperate. And I ran into the Control Room, took over
13 one of the scopes. Both of the scopes were manned, and
14 I had directed that earlier so that we are assisting in
15 watching for people in the water.

16 I took the scope and I looked down, and there
17 were big waves coming over the forward escape trunk
18 area and recognized that if -- if we have -- if we
19 opened that, we would ourselves be in risk of going
20 down.

21 I mentioned that to the captain, I believe,
22 and then -- but I made an announcement around this time
23 and I directed the rescue swimmers to assemble
24 underneath the bridge and then our rescue attempt would
25 be from the bridge area, and what we have is a
26 wood-and-rope ladder that we can hang over the side of
27 the sail, and it is not the preferred method, but in
28 rough seas, that is the way that we can send swimmers
29 over the side.

30 Eventually, those swimmers did assemble right
31 underneath the bridge. The ladder was strung over the
32 sail, and we were prepared to go in the water to
33 recover people and assist them if we saw them in the
34 water.

35 I also -- it was reported to me, and I saw
36 some of this through the scope myself -- was the life
37 rafts that were appearing in the water, and we counted
38 eight. In an effort to assist the crew, understand
39 what was going on and take actions, that I would update
40 them periodically on the LMC that the ship -- when it
41 had sunk, I think I reported that to them and that
42 there were life rafts in the water, that our rescue
43 effort would be from the sail, and both scopes were
44 manned and were looking for people, something to that
45 effect.

46 At one point in there -- and I can't tell you
47 exactly when -- I did look through the scope, and at
48 first, I had mentioned that the ship was laying low in
49 the water, but, eventually, I took another look at the
50 scope and it appeared that the bow was pointing up and
51 it was going down. That was a very difficult thing to
52 see because the loss of life was very real then and
53 very, very serious thing to see.

54 Other things. We eventually in quick order
55 prepared a hard-copy message to back up our voice

1 message. We received word that the Coast Guard was
2 informed, that a helicopter was on the way -- or
3 helicopters. I don't recall the specifics. We did get
4 word that boats were on the way to rescue these people.

5 Quizzing our lookouts on the two scopes -- I
6 have alluded to the fact that the bridge was manned and
7 it was. When exactly that was manned, it was almost
8 immediately, and when I discussed that rope ladder
9 going over the side, that was with the bridge manned
10 and access to there. So the officer of the deck was no
11 longer in the Control Room. That was a different
12 officer of the deck, and he was up on the bridge. We
13 had lookout there both with binoculars, and the captain
14 was up there, too, scanning the area.

15 The ship had maneuvered around the vicinity
16 of the life rafts and was attempting to aid in any way
17 we could.

18 At -- and I'm jumping around, and you have to
19 understand it is a difficult thing to sequence these
20 memories, but when I did notice and announced that the
21 rescue would be from the sail rather than through the
22 forward escape trunk, I did have a discussion with the
23 captain. I think that was up on the bridge, and he was
24 directing the efforts up there. There was
25 bridge-to-bridge radios up there, and I don't recall
26 who was all talking to who, but all of these things
27 were happening in parallel.

28 I did notice that while I was running below
29 between the crew's mess, the forward escape trunk, and
30 then the bridge, as I passed the Ward Room, at once I
31 looked in there and our medical response personnel had
32 prepared the Ward Room for casualties and injured
33 people. So I was comfortable that if we were able to
34 bring people on board that they would -- we would be
35 prepared to assist them the best we could.

36 The hard-copy message was being prepared and
37 other things in parallel, and I asked a gentleman in
38 the Control Room to verify our actions for collision.
39 We have procedures, and I asked him to verify that our
40 procedures were all completed for collision. He
41 reported that the immediate actions were done, with the
42 exception of a couple ventilation valves which it would
43 have been inappropriate to shut seeing that we had the
44 bridge manned and this condition that we were in, and I
45 verified that those were -- that was the right thing to
46 do. Then, later, he told me that the supplemental
47 actions were done.

48 I was also concerned of -- you know, after
49 these things were done with casualties to our own ship,
50 I hadn't heard anything, and we were asking for the
51 status of any damage to our own ship and there was a
52 report of some damage aft.

53 And I'd like to pause now to discuss with
54 Commander Caccivio what I can discuss of that.

55 [Off the record.]

1 MR. ROTH-ROFFY: Okay. After a brief
2 one-minute break, we are back on the record continuing
3 the narrative description by Commander Pfeifer.

4 LCDR PFEIFER: I'm Lieutenant Commander
5 Pfeifer.

6 I went -- I went aft and got a report from
7 the Machinery Division leading chief petty officer who
8 reported to me some limitations on the shaft. However,
9 these limitations didn't prevent us from aiding people
10 in the water, and once I face-to-faced that report, I
11 believe I passed that along to the crew that there
12 were no injuries, no penetration of our hull, but there
13 was some damage to our propulsion train in that we
14 could continue to operate safely and recover people if
15 that was needed.

16 We -- I went -- I do specifically remember
17 talking to the CO on the bridge about this, and I
18 wanted him to know that -- what we could and we felt
19 like we couldn't do with the ship speed.

20 We continued for hours, and I ensured both
21 scopes were manned and we were looking for people in
22 the water when we -- we were looking hard. We wanted
23 to recover people, but they were in life rafts, and
24 with the CO on the bridge, we -- we discussed this and
25 I actually observed us approaching people in the life
26 raft, and with the hull being round and the waves and
27 we were bobbling up like this, the life rafts are
28 circular in nature and as we were generating a very big
29 height difference from the life rafts, it almost
30 appeared that they could tip over. And I recommended
31 to the CO -- I think he probably came to the same
32 conclusion -- that we give the life raft some room and
33 that the people in the life rafts would be safer being
34 picked up by a smaller boat later rather than us trying
35 to get them on our round hull and then trying to get
36 them up this rope ladder on the side of the sail.

37 And that didn't mean -- I stood there, and my
38 safety swimmers, I had them ready right below the
39 bridge hatch in the command passageway ready to go up
40 if we saw somebody in the water, but we made the
41 decision that the people in the life raft would be
42 better served by the ships that were coming out, and we
43 had word at this time that if there weren't already
44 helicopters there, they are on the way and the ships
45 were in the neighborhood of 20 minutes away, as I
46 recall.

47 We continued for hours and hours, and I often
48 checked on the scope. I took turns on the scope
49 looking for people in the water, and they were manned
50 for hours. We continued the search. It almost -- if I
51 understood the radio traffic, it was, you know, you are
52 not required to continue to search, and, you know, we
53 said we're staying and we're going to find some people
54 in the water and we were determined to aid in any way
55 we could.

1 That's how I recall.

2 MR. ROTH-ROFFY: Okay. Good. Thank you for
3 that. This is Tom Roth-Roffy.

4 Could you give us your general impressions of
5 the SAR efforts that were made by others involved in
6 the emergency response?

7 LCDR PFEIFER: They were -- Lieutenant
8 Commander Pfeifer. They were effective, and they
9 successfully recovered people. They communicated the
10 numbers of individuals that we were very concerned
11 with, and so we felt we had accurate information that
12 there were some people not recovered. They were
13 updating us on the injuries, and to my recollection,
14 the only injury I heard was a collar bone problem.

15 MR. ROTH-ROFFY: And how were you getting
16 that information or how did you get the information
17 that there was an injured person in the life raft?

18 LCDR PFEIFER: There is a bridge-to-bridge
19 radio monitor in the control room where I would
20 periodically be, and if I didn't hear it, someone would
21 update me as I walked through if some word came out
22 while I was attending to checking on damage or wherever
23 I was running off to or assisting with the radio
24 message.

25 MR. ROTH-ROFFY: Could you please describe
26 the ship's protocol for rendering assistance to
27 survivors in a situation like the sinking of the
28 fishing vessel? Do you have a written procedure or
29 protocol?

30 LCDR PFEIFER: I can say I've never been
31 involved in one before.

32 We have procedures for a man overboard which
33 would lend itself to this, and part of that procedure
34 is assembling the man-overboard party in the crew's
35 mess, which is what we did.

36 MR. ROTH-ROFFY: Okay. So, to your
37 knowledge, the ship doesn't have a rendering assistance
38 procedure, per se, other than the man overboard?

39 LCDR STONE: Don't -- could I have a minute
40 please?

41 [Pause.]

42 LCDR PFEIFER: I would like to not answer
43 that question.

44 MR. ROTH-ROFFY: That's fine.

45 Do you have a station bill that would
46 describe the duties of the various crew members that
47 were involved in this sort of an evolution? Do you
48 have a different name for that sort of an evolution?
49 For example, "rescue and assistance," is that a phrase
50 you are familiar with? I am not trying to --

51 LCDR PFEIFER: I would rather not answer that
52 question.

53 MR. ROTH-ROFFY: You don't -- not familiar
54 with that term?

55 LCDR STONE: He didn't say that.

1 UNIDENTIFIED: This is Commander -- at that
2 point, it is your goal to try and figure out how to
3 best phrase this question and [inaudible] what the bill
4 would be called? Is that what you are trying to do?
5 MR. ROTH-ROFFY: Yeah. Essentially, I am
6 just trying to find out --
7 UNIDENTIFIED: [Inaudible] search and rescue.
8 MR. ROTH-ROFFY: Search and rescue bill.
9 Okay.
10 Are you -- so does the submarine have a
11 search and rescue bill?
12 LCDR PFEIFER: I'd rather not answer that
13 question.
14 MR. ROTH-ROFFY: Has the submarine practiced
15 drills and training in rendering assistance in
16 situations similar to this?
17 LCDR PFEIFER: The ship has practiced and
18 trained on an event which I am familiar with -- and I
19 am not familiar with what you keep referring to -- is
20 man overboard, and we do this numerous times and we've
21 done it. That's the guidelines of how we responded to
22 this situation.
23 MR. ROTH-ROFFY: Do you recall what the
24 required periodicity for drills -- a man overboard
25 drill is for your submarine?
26 LCDR PFEIFER: I do not recall.
27 MR. ROTH-ROFFY: That's about all I have.
28 I would like to pass the questioning to the
29 next interviewer.
30 MR. WOODY: Good afternoon. I am Bill Woody
31 from NTSB.
32 Do you recall who the OOD was that went to
33 the bridge? Was it the engineer?
34 LCDR PFEIFER: Yes, sir, it was.
35 MR. WOODY: And his name? Is that -- what is
36 his name, please?
37 LCDR PFEIFER: Lieutenant Commander Meador.
38 MR. WOODY: N-e-t-t-e-r?
39 LCDR PFEIFER: M-e -- you wrote "n," but it's
40 "M."
41 MR. WOODY: "M."
42 LCDR PFEIFER: M-e-a-d, I believe, o-r.
43 MR. WOODY: Meador.
44 You mentioned having people on the
45 periscopes. Who were they?
46 LCDR PFEIFER: I can recall two specifically.
47 MR. WOODY: All right.
48 LCDR PFEIFER: One, Lieutenant Pritchett,
49 and, one, Lieutenant Dukette.
50 MR. WOODY: P-r-i-t-c-h-e-t, Pritchett?
51 LCDR PFEIFER: Spelling isn't my strong --
52 MR. WOODY: Okay. That's -- as long as
53 that's close enough.
54 LCDR PFEIFER: P-r-i-t-t-c --
55 MR. WOODY: H-e-t. That's phonetically close

1 to what you said.
2 And Lieutenant -- what was the other, please?
3 LCDR PFEIFER: Dukette, D-u-k-e-t-t-e.
4 MR. WOODY: T-t. Okay.
5 At any time, did you get any reports that
6 people had been seen in the water?
7 LCDR PFEIFER: No, sir, I haven't.
8 MR. WOODY: Did you check to see if they had
9 yet seen anybody in the water? What I am getting at is
10 did the lookouts on the periscopes ever find anyone or
11 sight anybody in the water?
12 LCDR PFEIFER: Not to my knowledge, sir. We
13 -- we did -- I think we even reported in a message that
14 we saw eight people or 16 people, some number in the
15 life rafts themselves.
16 MR. WOODY: Life rafts, mm-hmm.
17 LCDR PFEIFER: But nobody in the water.
18 MR. WOODY: In the water.
19 Would you describe the weather conditions at
20 that time, if you can recall them?
21 LCDR PFEIFER: Yeah. It was sunny, sir.
22 There were some -- there were waves. It wasn't a -- by
23 no means was the sea glassy. It was wavy, like the
24 waves were coming over the forward escape trunk, and --
25 MR. WOODY: Could you give an estimate of the
26 height of them and wind direction or wind force?
27 LCDR PFEIFER: I would not like to speculate
28 on that, sir.
29 MR. WOODY: Okay, fine. How was visibility?
30 Could you clearly see the horizon, or was there any
31 haze or cloud covering?
32 LCDR PFEIFER: Sir, there was perhaps a very
33 light haze. It was -- I remember later seeing from
34 this distance Oahu Diamondhead, but the lower you got,
35 there was some -- some haze. So it wasn't exactly
36 clear.
37 MR. WOODY: Okay.
38 LCDR PFEIFER: But visibility was -- was --
39 MR. WOODY: But in your area --
40 LCDR STONE: Could I have just a quick
41 second?
42 MR. WOODY: Sure.
43 [Pause.]
44 LCDR PFEIFER: Yeah. I would --
45 MR. WOODY: But in your area, you could see
46 people in the water without --
47 LCDR PFEIFER: Oh, yes, sir.
48 MR. WOODY: -- impairment?
49 LCDR PFEIFER: And I want to clarify this.
50 This is my observation from the bridge after the
51 collision.
52 MR. WOODY: After the collision.
53 LCDR PFEIFER: Yes, sir.
54 MR. WOODY: At what time after the collision
55 might this observation be? Hour? Half an hour?

1 LCDR PFEIFER: It -- probably 15 minutes,
2 sir.

3 MR. WOODY: Fifteen minutes.

4 We had a very fine introduction into the
5 party of swimmers that were put together from Chief
6 Streyle. He said that -- I believe he was some sort of
7 supervisor supervising top side if there was swimmers
8 to go top side, and I think he related that there were
9 four swimmers. Does that jibe with your recollection?

10 LCDR PFEIFER: Yes, sir. I believe we
11 eventually got up to six.

12 MR. WOODY: Up to six.

13 LCDR PFEIFER: And when in the command
14 passageway, I think we eventually had more than four.
15 Four would be the minimum number that I remember.
16 There may have been more eventually.

17 MR. WOODY: Do you have any recollection --
18 and you might not because you weren't on the bridge --
19 of attempts to find a means to communicate with the
20 rafts, people in the rafts?

21 LCDR PFEIFER: The -- at -- at one point, the
22 officer of the deck was looking for someone who spoke
23 Chinese, and so I made an announcement requesting
24 someone who spoke Chinese. Later, we found out that
25 was --

26 MR. WOODY: Might it have been Japanese, or
27 was it Chinese?

28 LCDR PFEIFER: He did say Chinese, and that's
29 what I asked for. And so I find out later --

30 MR. WOODY: Did you learn later -- did you
31 learn later that it was a Japanese ship?

32 LCDR PFEIFER: Yes, sir, and --

33 MR. WOODY: Was it soon enough to make an
34 announcement for a Japanese or was it --

35 LCDR PFEIFER: This was like they were
36 recovered already and we --

37 MR. WOODY: Okay, or back in the rafts.

38 LCDR PFEIFER: Yes, sir.

39 MR. WOODY: About what time, if you call
40 recall, were the people picked up by the rafts? In
41 other words, what time was the last people picked up to
42 your recollection? And I realize we can get this exact
43 time from the Coast Guard and Navy, but it might be --

44 LCDR PFEIFER: Yeah, yeah. I would -- I hate
45 to contradict the real answer, but it -- I mean, let me
46 just throw it --

47 MR. WOODY: A couple hours?

48 LCDR PFEIFER: Oh, no. It was quicker than
49 that. It was, you know --

50 MR. WOODY: If you don't know -- okay, right.
51 That's fair enough.

52 LCDR PFEIFER: I hate to speculate. What I
53 just described to you, when they got there, they were
54 just picking them up, and it wasn't drawn out over
55 hours. It was -- they had a little boat and they were

1 going around. I think they checked each raft, you
2 know, to make sure there weren't just people laying in
3 there who weren't waving, and they got them out of
4 there.

5 MR. WOODY: And you mentioned that there was
6 some radio and control. You could talk to the search
7 and rescue people arriving on the scene. That was a
8 radio. What channel was that on? Channel 16?

9 LCDR PFEIFER: That -- that radio has ability
10 to scan several channels, and I -- I'm not sure what
11 all channels. I didn't check it --

12 MR. WOODY: But you could hear the --

13 LCDR PFEIFER: -- but I know it was 16. I
14 mean, that would be --

15 MR. WOODY: Okay. Were you talking on the
16 radio, or was someone else?

17 LCDR PFEIFER: No, sir. I didn't talk on the
18 radio.

19 MR. WOODY: I digressed a little bit. We had
20 Tuchay Tood [ph] tell us about the swimmers. Can you
21 give us any information on what Chief Streyle's
22 responsibilities might have been had you had to put
23 swimmers into the water?

24 LCDR PFEIFER: He -- with swimmers being able
25 to get in the water, we would have had what's called a
26 Jacob's Ladder so that they can -- instead of just
27 rolling off, up this round hull, it's another wooden
28 ladder with ropes. He would have attended to that. He
29 would have been a safety supervisor with a couple of
30 other gentlemen in harnesses to help people up and down
31 without losing them over the side.

32 He would have -- probably would have also --
33 I would have gone up there, too, with -- but with some
34 means of communicating with the bridge to let them know
35 what was going on so that we didn't harm anybody.

36 MR. WOODY: Was there any great risk in
37 putting a swimmer into the water from the ship that day
38 with the sea state and --

39 LCDR PFEIFER: Oh, yes, sir.

40 MR. WOODY: Can you give us a -- have you had
41 any experience with putting people into the water and
42 --

43 LCDR PFEIFER: Yes, sir, we do. We've had
44 numerous swim calls on days much calmer than this can
45 get in real trouble, and particularly during a swim
46 call, we would put the ship so that we had lee side
47 where the seas were protected and it would be calm and
48 then we would have a rougher side, and when
49 occasionally someone would stray to the rough side,
50 there were times when we had to send in our rescue
51 swimmers to help them get out. And what would happen
52 is the waves would just kind of intimidate them, and
53 when they got near the hull, they were really
54 intimidated. So they had a tendency to panic, and we'd
55 send a rescue swimmer in and escort them around to the

1 other side. That happened about once or twice.
2 MR. WOODY: Now, your perspective was that by
3 looking through the periscope. Did you ever go up --
4 to a certain point. After that, did you go up to the
5 bridge and look out?
6 LCDR PFEIFER: Yes, sir.
7 MR. WOODY: You did.
8 LCDR PFEIFER: And I -- and, for example, the
9 waves that were coming over the weapon shipping hatch
10 -- excuse me -- the forward escape trunk hatch --
11 MR. WOODY: Right.
12 LCDR PFEIFER: -- we would never have had
13 swim call with that, and that would have -- you know,
14 ijust devastated the ship with all that water coming
15 in. So this was worse than the incident I just
16 described to you with much calmer seas and guys getting
17 in trouble --
18 MR. WOODY: I see.
19 LCDR PFEIFER: -- near the ship.
20 MR. WOODY: Okay.
21 LCDR PFEIFER: I'll tell you, I would not
22 have hesitated for a second to send our rescue swimmers
23 in.
24 MR. WOODY: If you found people in the water
25 --
26 LCDR PFEIFER: Yes, sir.
27 MR. WOODY: -- if necessary.
28 LCDR PFEIFER: They were going. They knew
29 that. I knew that. If we found anybody there, we're
30 going. We weren't going to send them in there just to
31 go swimming --
32 MR. WOODY: I appreciate that.--
33 LCDR PFEIFER: -- but we needed a target.
34 MR. WOODY: Okay.
35 LCDR PFEIFER: And if there was anybody
36 there, they were going to get them.
37 MR. WOODY: Would they have been subject to
38 some risk and -- if they had gone into the water, just
39 by the bouncing against the side of the ship that you
40 described with your --
41 LCDR PFEIFER: Just any time you are in open
42 ocean and rough seas, I don't care if you have fins on
43 or you're trained, there is some risk. Yes, sir.
44 MR. WOODY: Okay. How would the swimmers be
45 attired? Would they -- could you describe that to us?
46 You mentioned fins, for example.
47 LCDR PFEIFER: Yes, sir. They're in shorts,
48 and other than that, I'm not sure what they were
49 wearing.
50 MR. WOODY: The water was warm enough, they
51 wouldn't have had to have any kind of wet suit or
52 anything like that?
53 LCDR PFEIFER: No, sir.
54 MR. WOODY: Okay. And you knew this ahead of
55 time?

1 LCDR PFEIFER: Yes, sir. We've -- we've had
2 swim calls in these, you know --
3 MR. WOODY: In this water, this time of year?
4 LCDR PFEIFER: Well, yeah. I mean, I don't
5 recall exactly when, but I go swimming and I'm not
6 concerned with the --
7 MR. WOODY: Again, how were they outfitted?
8 Did they have any kind of a --
9 LCDR PFEIFER: They were in shorts and no
10 shirts. I can't remember if they had some kind of a --
11 what we call a swimmer's inflatable jacket. They
12 probably had that. I don't recall.
13 MR. WOODY: Did you have any kind of a
14 harness with a lifeline to the swimmers like that?
15 LCDR PFEIFER: Yeah. Definitely, we were
16 going to -- if people were going in, they were going to
17 have -- be tended with a line. We weren't going to
18 just [inaudible].
19 MR. WOODY: Okay. How many people on the
20 deck would be tending a line like that to a swimmer
21 under those conditions? How many people?
22 LCDR PFEIFER: I don't want to speculate,
23 sir.
24 MR. WOODY: Well, you had to make a judgment
25 call that day. I just -- would it be a matter of two,
26 three, four, or more, or -- that's all right. That's
27 --
28 LCDR PFEIFER: I'd have to make the call when
29 I saw --
30 MR. WOODY: Oh, when you saw the conditions,
31 right.
32 LCDR PFEIFER: From that perspective, at that
33 time.
34 MR. WOODY: I will reconsider that question.
35 That is a good answer.
36 I think the last thing I have about being top
37 side, the party that hypothetically -- you had to go in
38 the water. How many people would be involved? You
39 mentioned there would be one swimmer. There would be a
40 couple of people attending. Where would those tenders
41 be? Would they be beside this Jacob's Ladder, or would
42 they be up on the flat of the hull or --
43 LCDR PFEIFER: They -- top side, there is a
44 safety track --
45 MR. WOODY: Mm-hmm.
46 LCDR PFEIFER: -- and their harness --
47 MR. WOODY: Right.
48 LCDR PFEIFER: -- would be tied onto it with
49 a [inaudible], and they would have been there because
50 we don't want them going in the water --
51 MR. WOODY: Exactly.
52 LCDR PFEIFER: Then itself would be very
53 dangerous, but -- in that condition, but you are asking
54 hypothetically, and that's hard to answer. You know,
55 it was --

1 MR. WOODY: I certainly understand.

2 LCDR PFEIFER: Because the decision was made
3 not to do that for very good reason. So, to say, well,
4 what if you did do that, it is hard for me to answer
5 because --

6 MR. WOODY: Right. I just -- I asked -- I
7 thought if you had done any planning at that time, had
8 any general answer, you might think, well, we had two
9 people we were going to hook into the track, and they
10 would be our people supporting the swimmer, and we have
11 another couple of people up on somewhere and that sort
12 of thing, but that's all right.

13 LCDR PFEIFER: Okay.

14 MR. WOODY: I'm asking what you -- what you
15 thought.

16 Well, let's go around the room and see if
17 anybody else has anything because there's a lot of
18 things about the search and rescue that you did right,
19 and we'd like to find out about those as well, so
20 appreciate learning about what you did.

21 I think it's important that we find out that,
22 you know -- that you made a judgment call in this
23 procedure, that it's through a judgment involved you
24 were looking for people in the water, your statement
25 that you had to send somebody in. This is an important
26 piece of information for us to have in the public
27 record. So we appreciate it.

28 I'll -- I think that's all the questions I
29 have at this moment.

30 MR. STRAUCH: I am Barry Strauch.

31 You were in -- in -- is it classroom training
32 on February 6th? Do you remember --

33 LCDR PFEIFER: Can I look at that just -- the
34 dates are real hard for me to remember all this stuff
35 right now.

36 MR. STRAUCH: This one right here, what kind
37 of training was that?

38 LCDR PFEIFER: That -- okay, I remember that.
39 That was training on Tomahawk missile casualties.

40 MR. STRAUCH: You said that there was a
41 summary, and you had a finite period of time to help --
42 I believe you said the --

43 LCDR PFEIFER: I don't believe I said that.

44 MR. STRAUCH: Oh, you don't? Okay. So, if I
45 ask you to elaborate on that --

46 LCDR PFEIFER: I'm not sure to what you're
47 referring, sir.

48 MR. STRAUCH: Okay. I believe you were
49 referring --

50 LCDR PFEIFER: If [inaudible] to the nuclear
51 reactor, I could stay out there until my fuel ran out.

52 MR. STRAUCH: I believe you were referring to
53 after the -- after the collision. You -- you -- your
54 vessel was about to render assistance, and I believe
55 you said, but being a submarine, we had a finite period

1 of offering assistance.
2 LCDR PFEIFER: I think you misunderstood what
3 I was saying.
4 MR. STRAUCH: Okay. Could you -- then could
5 you clarify my understanding of it? Do you remember it
6 or --
7 LCDR PFEIFER: If there was any assistance to
8 be rendered that I thought we could have done, we would
9 have done it --
10 MR. STRAUCH: Okay.
11 LCDR PFEIFER: -- regardless of the time. I
12 would have stayed there. I'd be out there right now.
13 CAPT KYLE: This is Captain Kyle.
14 I think, as I recall the question, it was
15 there would be a finite period of time before you could
16 render assistance after the collision.
17 LCDR PFEIFER: Oh.
18 MR. STRAUCH: Oh.
19 LCDR PFEIFER: Okay.
20 MR. STRAUCH: Okay.
21 LCDR PFEIFER: What --
22 MR. STRAUCH: Okay.
23 PANEL MEMBER: Yes. There was a prep time.
24 LCDR PFEIFER: When the ship is submerged,
25 the hatches are all shut. When we are on the surface,
26 you have to open, in the case of the bridge, two
27 hatches. You have to get the right guy up there.
28 There's some things he needs to assemble to go up
29 there. The ship has to turn and get in position to
30 help people out, and so I am not going to speculate on
31 how long that is, but there is that -- those kind of
32 things has to happen, and I understand things kept
33 coming.
34 MR. STRAUCH: Okay. Thank you.
35 How many VIPs were escorted out of the
36 Control Room after the event?
37 LCDR PFEIFER: I don't recall.
38 MR. STRAUCH: Okay. Thank you.
39 LT JOHNSON: Sir, this is Lieutenant Johnson
40 with the Coast Guard.
41 Do you recall a time after the accident where
42 the decision was made that you could better serve the
43 people in the life rafts by standing off from them and
44 just observing them rather than being -- trying to get
45 closer to them?
46 LCDR STONE: I think he referred to that in
47 his original speech, but can I direct you kind of -- is
48 this when you are referring to getting close to them
49 and the sub bobbing up and down? Is this the period of
50 time in which you are talking about?
51 LT JOHNSON: Yes.
52 LCDR STONE: Does that better help clarify
53 where you're --
54 LCDR PFEIFER: And to answer it, I can't
55 honestly say that's when it happened, but I do have

1 that vision in my head of us coming very close to a
2 life raft and seeing a guy, you know, looking at us
3 with a scared look, and it was like, you know, that's
4 definitely not how we want to do it.

5 LT JOHNSON: Right. You had how many? You
6 had both of the periscopes manned during this time? Is
7 there a point where you can get so close to an object
8 in the water with a periscope, it becomes irrelevant,
9 you can't actually see it through the periscope?

10 LCDR PFEIFER: Yeah. They don't go straight
11 down.

12 LT JOHNSON: Right.

13 LCDR PFEIFER: How close, realistically, if
14 there's nothing that the guys on the bridge -- I mean,
15 they would have been, "Hey, how's it going?"

16 LT JOHNSON: Sure.

17 LCDR PFEIFER: I mean, it was that close. It
18 goes pretty far down, but not -- not straight down.
19 There is a point of a blind spot, but it's, you know, a
20 stone's throw from the bridge.

21 CDR CACCIVIO: Commander Caccivio.

22 Real quick, I don't think anybody construed
23 the fact that the target became irrelevant, which is
24 the term you used. You asked if the target became
25 irrelevant because it came within the field of view, it
26 went outside the field of view because it was so close
27 to the submarine.

28 LT JOHNSON: Oh, okay. No, that wasn't what
29 I was trying to convey.

30 I was wondering if backing off allowed them
31 to have more eyes monitoring people in the water
32 because it brought the periscopes into play more.
33 Putting some more distance between then was where I was
34 going with that. Is that -- would that be a fair --

35 LCDR PFEIFER: What am I agreeing to?

36 [Laughter.]

37 CDR CACCIVIO: I just wanted to make sure
38 that you did not agree that the target became
39 irrelevant because it became so close to the ship, it
40 left your field of vision due to the scopes --

41 LCDR PFEIFER: Right.

42 LT JOHNSON: And I'm asking if backing the
43 submarine away from the people in the water gave the
44 people that were manning the periscopes a better view
45 of the survivors in the water to help keep track of
46 them.

47 Does that make sense what I am asking,
48 Commander?

49 LCDR PFEIFER: You are discussing life rafts,
50 right?

51 LT JOHNSON: Yes.

52 LCDR PFEIFER: So I'm not sure how to answer
53 your question.

54 LT JOHNSON: That's fine.

55 LTJG KUSANO: Lieutenant Kusano, Coast Guard.

1 Just a couple questions. When the submarine
2 was surfaced, at what point, or at all, was there any
3 communication with the crew members of the Ehime Maru
4 from the bridge?

5 LCDR PFEIFER: I am aware of none.

6 LTJG KUSANO: So, at any point, was -- did
7 they count how many survivors there were or how many
8 they thought might still be in the water? The bridge
9 seemed --

10 LCDR PFEIFER: Are you referring to the
11 things I heard on the bridge-to-bridge radio?

12 LTJG KUSANO: Yes, sir. Yes, sir.

13 LCDR PFEIFER: Yeah. We were hearing
14 reports. I'm trying to remember the numbers now. I
15 don't want to misquote myself. I think -- I think -- I
16 can't remember the numbers for sure, but I did hear
17 these numbers, and we were looking for more people, and
18 it was -- it was 10 people and then later we were
19 looking for nine people.

20 LTJG KUSANO: That's all I have.

21 LCDR SANTOMAURO: This is Lieutenant
22 Commander Santomauro, sir.

23 After the collision and we had the periscopes
24 up, did we rotate? Did -- was the perivis activated
25 and possibly did we have a tape made?

26 LCDR PFEIFER: There was no tape made, and
27 the perivis was on.

28 LCDR SANTOMAURO: It was on?

29 LCDR PFEIFER: Yes, sir.

30 LCDR SANTOMAURO: Okay. Did we have any --
31 any difficulties at all with number-one or number-two
32 periscope turning toward field of view, optics? I
33 mean, do you have any sense of any problems?

34 LCDR PFEIFER: Sir, not that I'm aware of.

35 LCDR SANTOMAURO: No? So they were working
36 fine?

37 LCDR PFEIFER: To my knowledge.

38 LCDR SANTOMAURO: Once you were up and you
39 were actually looking around for survivors in the
40 water, could you tell basically did you have any
41 estimate as to what the visible range was in that area?

42 I mean, was it -- you could actually see the entire
43 area? I mean --

44 LCDR PFEIFER: There was -- there was an area
45 of debris, and there was an area in that area with
46 these life rafts and there was open ocean. So we -- I
47 didn't drive the ship, but what I observed was we kind
48 of stayed on the outside of that and looked around both
49 outside and in the -- in the area of the debris.

50 LCDR SANTOMAURO: And before -- before --
51 actually, before the collision, there were three
52 contacts, Sierra-10, I believe, 12, and 13. Were they
53 in the area after the collision? I mean to be able to
54 render assistance -- I mean, I have no idea where they
55 were at.

1 LCDR PFEIFER: I don't want to refer to those
2 Sierra contacts, but I will -- there was -- I observed
3 nobody not rendering assistance that could have. I
4 don't know what -- it wasn't like people were running
5 away saying "I am going to leave these people alone."
6 I am under the impression that if anyone would have
7 seen -- seen or been aware or notified on the bridge
8 there was a problem, they would have rendered
9 assistance.

10 LCDR SANTOMAURO: That's all I have.

11 CAPT KYLE: This is Captain Kyle, SUBPAC.
12 A few questions here. The individuals you
13 mentioned were on the periscopes to do the initial
14 search, there were two officers?

15 LCDR PFEIFER: Yes, sir. And I'd like to say
16 those were two officers I remember being on scopes. I
17 can't remember when -- when -- if that was the first
18 two or who, but --

19 CAPT KYLE: Okay.

20 LCDR PFEIFER: Those memories are hard right
21 now.

22 CAPT KYLE: Okay. Did we -- how many
23 lookouts went up to the bridge? Do you remember when
24 you went up there?

25 LCDR PFEIFER: I recall one, sir.

26 CAPT KYLE: One lookout? So there was -- the
27 captain was up there --

28 LCDR PFEIFER: Yes, sir.

29 CAPT KYLE: -- and officer of the deck --

30 LCDR PFEIFER: Yes, sir.

31 CAPT KYLE: -- and lookout -- one lookout?
32 All have binoculars?

33 LCDR PFEIFER: Yes, sir. To my recollection,
34 I definitely looked to make sure they had binoculars.

35 CAPT KYLE: Do you remember if they had --

36 LCDR PFEIFER: Because I was reminding them,
37 "remember what you're doing up here, don't look at
38 helicopters. You are looking for people in the water."

39 CAPT KYLE: Yeah. Do you remember if there
40 were safety appliances like life ring and stuff up on
41 the bridge? That's normally part of the bridge bag.
42 Do you remember if it was up there?

43 LCDR PFEIFER: Yes, sir. The life ring is
44 held right below the bridge, and I didn't verify it
45 being there or not. I mean, at this time, I don't
46 recall.

47 CAPT KYLE: You don't remember? Okay.

48 Did you set up a plan for rotation of people
49 on the scopes, people getting tired pulling those
50 things around? Was there a rotation through the night?

51 LCDR PFEIFER: I didn't establish a plan.
52 However, there were different people, different men on
53 the scopes regularly.

54 CAPT KYLE: When you checked there, were you
55 satisfied that the people there were qualified to

1 operate the scope? I mean, it was not --
2 LCDR PFEIFER: Yes, sir, I was.
3 CAPT KYLE: I know there's probably a lot of
4 --
5 LCDR PFEIFER: If I wasn't, I would have
6 switchhed them out in a heartbeat. We were --
7 CAPT KYLE: I figured there is probably a lot
8 of effort on -- everybody probably wanted to help. So
9 I just wanted to make sure that there was some -- okay.
10 You mentioned the Ward Room was ready to
11 receive injured personnel. Was a corpsman on board?
12 LCDR PFEIFER: Yes, sir. He was in the Ward
13 Room and ready to -- he was the guy I observed, and we
14 made eye contact in case -- I'm ready.
15 CAPT KYLE: You mentioned there was no --
16 really, you summarized in your statement there was
17 really no -- after your initial damage assessment,
18 collection information on the -- potential damage to
19 your own ship, there was no -- nothing that prevented
20 the ship from staying at sea. It was not an immediate
21 threat, but you mentioned there was some propulsion
22 train issue. Was there a limitation placed on the
23 ship's speed because of that limit, limitation?
24 LCDR PFEIFER: Yes, and we limited ourselves.
25 We could have gone more, but I informed the captain
26 that above a two-thirds bell, we observed a wobbling of
27 the shaft.
28 CAPT KYLE: Okay. And --
29 LCDR PFEIFER: So we were concerned, you
30 know, if you don't need to go above two-thirds,
31 Captain, keep it below two-thirds, and one-third is
32 probably the best unless you have somewhere to go.
33 CAPT KYLE: Two-thirds is about what speed
34 for the members of the board here?
35 LCDR PFEIFER: That's on the surface slightly
36 less than 10 knots.
37 CAPT KYLE: One-third is about?
38 LCDR PFEIFER: About 5 knots, a little under
39 that on the surface.
40 CAPT KYLE: Okay. During the night -- well,
41 after the accident, did -- did your ship receive
42 direction or instructions from anyone else on how --
43 where to search or how to search? Is there a -- you
44 know, search this quadrant, or were you pretty much on
45 your independent -- operating independently as far as
46 you know?
47 LCDR PFEIFER: I didn't receive any specific
48 direction.
49 CAPT KYLE: You don't remember being --
50 talking to the surface ship that came out there or
51 anything like that?
52 LCDR PFEIFER: I don't, no, sir.
53 CAPT KYLE: You don't.
54 You mentioned you had a marine radio monitor
55 going on or a marine radio capability. Is that -- is

1 that connection to marine radio -- did you -- did you
2 take the antenna top side, or were you using one of the
3 ship's antennas, one of the ship's main antennas for
4 communications?
5 LCDR PFEIFER: No extra antenna was taken top
6 side.
7 CAPT KYLE: Extra antenna was taken top side?
8 LCDR PFEIFER: It was not.
9 CAPT KYLE: It was not.
10 LCDR PFEIFER: No, sir.
11 CAPT KYLE: So do you know what -- is that a
12 normal connection, or is that a special patch that you
13 have from that marine radio to the ship's antenna?
14 LCDR PFEIFER: I would have to ask that to
15 the radio man, sir.
16 CAPT KYLE: You just -- okay.
17 Did you raise the radar after the collision?
18 LCDR PFEIFER: Yes, sir, we did, and it
19 failed to work and --
20 CAPT KYLE: Failed to work.
21 LCDR PFEIFER: Yes, sir.
22 CAPT KYLE: How about Faruno? Did you put
23 that up?
24 LCDR PFEIFER: I remember a discussion with
25 the captain -- or the OOD had -- I asked him about that
26 because I saw the radar. I was interested in getting
27 the radar going. I saw it up and not spinning. There
28 was a problem with the radar, and later, we got the
29 Faruno up, but it -- and it was functional.
30 CAPT KYLE: The Faruno was working.
31 So did we ever get the BPS-15 radar to work
32 or --
33 LCDR PFEIFER: No.
34 CAPT KYLE: To the best of your knowledge?
35 LCDR PFEIFER: I believe it never did work,
36 sir.
37 CAPT KYLE: Not on your list.
38 UNIDENTIFIED: You didn't test that sensor --
39 CAPT KYLE: We are going to go look at that
40 sensor, find out what's wrong with that.
41 UNIDENTIFIED: Sir, may I clarify something?
42 The BPS-15 radar was investigated and corrected upon
43 return to port.
44 CAPT KYLE: Okay. We need to understand what
45 the problem was. We just need to get background data
46 on it.
47 In your statement, you mentioned the LMC and
48 SATHICOM. Would you explain what those are for the
49 board members?
50 LCDR PFEIFER: SATHICOM is a UHF secure voice
51 method of communication with the type commander.
52 CAPT KYLE: Just the type commander? Is that
53 --
54 LCDR PFEIFER: Well, it's a frequency that
55 anyone -- I guess any submarine listening to SATHICOM

1 can copy, but I know that's how we talk to the SUBPAC
2 watch officer.

3 CAPT KYLE: Okay. You were thinking at the
4 time if you had to put a swimmer in the water to
5 recover someone who was in distress, immediate
6 distress. Was your plan to recover the swimmer or the
7 person in distress back to the Greeneville, or was
8 there a plan? Is that what the plan was?

9 LCDR PFEIFER: Initially, we were, and that
10 was the plan. Yes, sir.

11 CAPT KYLE: Okay. That's all I have. Thank
12 you.

13 CDR CACCIVIO: This is Commander Caccivio.

14 Can you briefly describe for me what
15 propulsion capabilities you had available to you for
16 maneuvering in that type of situation?

17 LCDR PFEIFER: Well, for maneuvering, there
18 is the propulsion shaft, also the outboard. It is the
19 secondary propulsion motor, and I'm fairly certain that
20 that was also employed and helped turn and direct the
21 ship in along the life rafts.

22 CDR CACCIVIO: Okay. In this type of
23 close-in maneuvering situation, which one of those
24 modes of propulsion would you most likely be using, and
25 could you kind of explain to us why?

26 LCDR PFEIFER: You would use them both. If
27 you saw a guy in trouble in the distance, you would use
28 the main engines to get in the vicinity of him, and
29 then as you got close to him, you would provide him a
30 lee, like I talked about in the swim call, and recover
31 him on the lee [ph] side where he would be protected.
32 And to turn the ship like that, you would use the SPM,
33 which we refer to as outboard.

34 CDR CACCIVIO: Based on the submarine's
35 unique configuration for the screw relative to the
36 rudder and the single screw, would you say it's
37 difficult or easy for maneuvering alongside life rafts?

38 LCDR PFEIFER: I don't want to compare it to
39 anything that I am not familiar with. So --

40 CDR CACCIVIO: Okay. Let me think about how
41 to rephrase this, then.

42 CAPT KYLE: This is Captain Kyle.

43 Let me try this on. How does the submarine
44 -- describe the submarine's ability to back. Is it
45 reliable?

46 LCDR PFEIFER: The way I refer to the way a
47 submarine backs is it backs the way it wants to, and
48 you can put the rudder over in a certain way and think
49 you are going to be able to back to port and it backs
50 to starboard. And we've proved that a lot of times on
51 my ship. Ships in the past, when I've driven them,
52 it's difficult to steer in the astern direction.

53 CDR CACCIVIO: When operating in the -- thank
54 you. This is Commander Caccivio again.

55 When operating in the vicinity of a pier

1 which is a closed quarters navigation exercise, do
2 submarines routinely do this without a tug?

3 LCDR PFEIFER: No. I've never done it
4 without a tug.

5 CDR CACCIVIO: Why do you consider a tug
6 necessary?

7 LCDR PFEIFER: It's the ship -- the ability
8 to move sideways into a pier, it just doesn't have it.

9 You need another point, a force to push it. I'll use
10 my hat as an example. If you are pushing on the aft
11 end with the SPM which is in the aft end, you would
12 just rotate the ship and you wouldn't be able to push
13 it parallel to the pier. That is some of the
14 difficulty in controlling the ship that I think you are
15 asking about.

16 CDR CACCIVIO: Would these difficulties be
17 the same problems you would experience if trying to
18 maneuver alongside a tug -- I'm sorry -- alongside a
19 life raft?

20 LCDR PFEIFER: It certainly would be.

21 CDR CACCIVIO: Okay. I'm done.

22 MR. ROTH-ROFFY: Does anyone have any
23 questions in light of anybody else's questions?

24 MR. WOODY: Yes.

25 UNIDENTIFIED: We can only make two rounds.

26 MR. ROTH-ROFFY: Normally, we make the second
27 round.

28 This is Tom Roth-Roffy.

29 How many people can comfortably fit on the
30 bridge?

31 LCDR PFEIFER: I will tell you, we were
32 pretty full with three. Now, when we have what's
33 called a flying bridge and we have these additional
34 poles that we can set up to get more people, that takes
35 quite a while and it takes some resources. We didn't
36 do that immediately.

37 MR. ROTH-ROFFY: And if you -- is this
38 something that you rig out, so I understand it, and how
39 long does it take to rig it and how many additional
40 people could be put on this flying bridge? I'm not
41 understanding what that's all about.

42 LCDR PFEIFER: Yeah. The flying bridge. How
43 many people additionally -- you could probably safely
44 put five other people up there. It is a system of
45 poles, and even that's not real safe, particularly in
46 the open ocean. You're -- we wouldn't generally rig
47 the flying bridge. That's something -- you'd rig it on
48 the way in or out of port. In the open ocean, if
49 somebody is up there, a wave comes over the bridge --
50 which I got [inaudible] with a wave later on that
51 night, you know. That's not a good place to be hit
52 with waves while you are standing on top of the bridge,
53 even with those poles up there.

54 MR. ROTH-ROFFY: How long does it take in
55 time to rig that arrangement?

1 LCDR PFEIFER: Twenty minutes, plus or minus
2 10.

3 MR. ROTH-ROFFY: Okay. You had indicated
4 that you have some kind of collision procedures that
5 were executed after the collision. Is that -- does
6 that have a name, out of collision?

7 LCDR PFEIFER: It is a collision procedure.
8 It is a casualty procedure, and it is in the SSM.

9 MR. ROTH-ROFFY: And you said that somebody
10 -- you had conversed with somebody about this that had
11 done the checklist. Who was that person?

12 LCDR PFEIFER: That man was Senior Chief
13 Crist [ph].

14 MR. ROTH-ROFFY: And what is his position on
15 the submarine?

16 LCDR PFEIFER: He's the -- he's -- it's kind
17 of an awkward situation with him. He's recently been
18 assigned to us, and he is just an experienced guy with
19 some navigation background. He came to us from another
20 submarine for a short period of time on temporary duty.

21 MR. ROTH-ROFFY: Okay. And how would you
22 spell his name?

23 LCDR PFEIFER: C-r-i-s-t is the best way I
24 can spell it. That may not be right.

25 MR. ROTH-ROFFY: Could you talk about the two
26 radar systems? You mentioned the Faruno. How is that
27 different from the other radar?

28 LCDR PFEIFER: The BPS-15 radar is something
29 that can be employed immediately, almost immediately.
30 You raise it, test it, and get it operational
31 relatively quickly. It's part of the ship structure.

32 The Faruno is kind of an add-on system that
33 you carry up to the bridge and you tie it onto the NAV
34 ID mast, one of our masts, and it -- and it -- rather
35 than having a permanent location, it is the
36 temporary-type system. The cables come down the bridge
37 hatches, and it connects to a monitor in the control
38 room.

39 MR. ROTH-ROFFY: Okay. And you called that
40 first one a BPS-15?

41 LCDR PFEIFER: Yeah, BPS, and -- sorry about
42 that acronym there for you.

43 MR. ROTH-ROFFY: BPS-15.

44 LCDR PFEIFER: Yes, sir.

45 MR. ROTH-ROFFY: And the antenna is
46 permanently mounted on the super structure?

47 LCDR PFEIFER: It's in the sail, just forward
48 against the OOD.

49 MR. ROTH-ROFFY: In the sail.

50 LCDR PFEIFER: It comes out of the sail.
51 It's [inaudible] in.

52 MR. ROTH-ROFFY: Could you describe the steps
53 needed to activate the BPS-15 radar?

54 LCDR PFEIFER: It needs to be -- there is a
55 pin mechanism in the bridge trunk that prevents it from

1 coming loose while you are going fast underneath, and
2 so there's -- actually, we have a modification that's
3 got two pins and those pins need to be removed. Then
4 it needs to be raised, and the specifics that the
5 radar operator has to go through, I'm not familiar
6 with, but it's -- it's a matter of minutes.
7 MR. ROTH-ROFFY: Okay. Do you have to -- do
8 you have to open up your hatches to get up into the
9 sail to do that or --
10 LCDR PFEIFER: The lower bridge hatch --
11 there's two of them. The lower one has to be open to
12 unpin the radar.
13 MR. ROTH-ROFFY: And that takes about how
14 long? Do you have to be on the surface to do that?
15 LCDR PFEIFER: It's more cautious to be on
16 the surface to do that. If you have a need to, you can
17 open up the lower bridge hatch and you would do that at
18 a shallow depth because those two hatches are what's
19 keeping the water out.
20 MR. ROTH-ROFFY: Shallow depth being what,
21 less than 150 feet or so?
22 LCDR PFEIFER: If it was me and I had to go
23 in there for some reason, we'd be at 150 feet if it
24 wasn't convenient to be at periscope depth.
25 MR. ROTH-ROFFY: So you move these pins from
26 -- is it a shaft or something that extends upward that
27 has the --
28 LCDR PFEIFER: I'll be honest. I'm not
29 really familiar with our pins.
30 MR. ROTH-ROFFY: I'm just trying to get an
31 idea of --
32 LCDR PFEIFER: Yes, sir.
33 MR. ROTH-ROFFY: -- what it looked like and
34 the arrangement of it.
35 CAPT KYLE: This is Captain Kyle.
36 If you want more clarification for the board,
37 if necessary, we can go down and show you how that's --
38 MR. ROTH-ROFFY: I'd be interested in seeing
39 that, Captain.
40 CAPT KYLE: -- see how it's done.
41 MR. ROTH-ROFFY: Thank you for that.
42 Okay. That's about all I have now. I would
43 like to continue with the second round.
44 MR. WOODY: How long does it take to get the
45 -- Bill Woody, NTSB. How long does it take to get the
46 SPM of the outboard? Is that right, SPM?
47 LCDR PFEIFER: Yes, sir.
48 MR. WOODY: What does SPM stand for?
49 LCDR PFEIFER: Secondary propulsion motor.
50 MR. WOODY: Okay.
51 LCDR PFEIFER: And within 5 minutes.
52 MR. WOODY: Within 5 minutes.
53 LCDR PFEIFER: Yes, sir, in that
54 neighborhood.
55 MR. WOODY: Is this a lowering process, or

1 can you explain what it does?
2 LCDR PFEIFER: Yes, sir. You have to restore
3 power to it with an electric plant shift, and then it's
4 lowered, it's tested, and then it's shifted to operate
5 remotely from the helm in the control room.
6 MR. WOODY: I see.
7 LCDR PFEIFER: So, in the sequence of things,
8 different people would be different rates, but 5 -- 5
9 minutes is a conservative amount of time.
10 MR. WOODY: Okay. And is it omnidirectional?
11 LCDR PFEIFER: Yes, sir. You can train it
12 360 degrees.
13 MR. WOODY: And what kind of horsepower are
14 we speaking of?
15 LCDR PFEIFER: I don't recall that, sir.
16 MR. WOODY: That's all right.
17 I've heard from one of the officers about if
18 you had to bring an injured person or someone who could
19 not climb up the Jacob's Ladder on the sale -- a
20 hypothetical question. If you were to bring somebody
21 aboard the submarine who was unable to go up the
22 Jacob's Ladder, what kind of rigging would you do to
23 bring the person up to the stop of the sail?
24 LCDR PFEIFER: As a hypothetical question,
25 I'd use some ropes and some kind of pulley system and
26 get them up there. I'd get them up there. Put them on
27 a harness. Put them on a rope, you know. It might not
28 be a pleasant ride, but I think I could get them up
29 there.
30 MR. WOODY: Okay. Would you use the mast to
31 --
32 LCDR PFEIFER: There was some discussion of
33 tying a rope to a mast and then that would be used to
34 get them out of the water and up, and there were guys
35 working in parallel with that idea. I didn't stop them
36 from thinking about that and formulating in their heads
37 how to do that. That wasn't -- we never had a
38 situation where that was needed, and I've never seen
39 that done.
40 MR. WOODY: Okay. You never conducted any
41 drills along this line?
42 LCDR PFEIFER: Not with a mast rope rig.
43 MR. WOODY: I think I have no more questions
44 on the search and rescue.
45 PANEL MEMBER: [Inaudible.]
46 MR. WOODY: I could do that -- well, I could
47 do that at the very end or I could do it right now.
48 Every time we have an accident, we talk to
49 people involved in any way. We have a series of
50 personal questions we ask, and one is a 72-hour history
51 which you have provided in your form here.
52 The other is some questions such as age, for
53 example. Might I take that?
54 LCDR PFEIFER: Thirty-seven.
55 MR. WOODY: And your height and weight?

1 LCDR PFEIFER: I am 6'2", 180 pounds.
2 MR. WOODY: How would you characterize your
3 health?
4 LCDR PFEIFER: Good.
5 MR. WOODY: Are you taking any medication
6 prescribed by a physician?
7 LCDR PFEIFER: I am not.
8 MR. WOODY: Have you -- do you do any
9 self-medication such as over-the-counter pharmaceutical
10 or drugs?
11 LCDR PFEIFER: I do not.
12 MR. WOODY: Would you -- do you wear glasses?
13 LCDR PFEIFER: I do. I wear contact lenses.
14 MR. WOODY: Contact lenses.
15 Are your eyes correctable to 20/20?
16 LCDR PFEIFER: Yes.
17 MR. WOODY: And can you read comfortably with
18 your contact lenses?
19 LCDR PFEIFER: Yes.
20 MR. WOODY: And were you wearing your lenses
21 at the time of the accident?
22 LCDR PFEIFER: I was.
23 MR. WOODY: I believe, last, have there been
24 any events in your life, say over the past few weeks,
25 within a month, that were significant to you, that
26 caused you to think about them such as anything of a
27 depressing nature, sad things, or anything, on the
28 other hand, that was exhilarating, any particularly
29 happy, successful things? Have there been any highs,
30 lows in the past month in your life?
31 LCDR PFEIFER: Well, this certainly ranks s
32 up there --
33 MR. WOODY: Before this. Please, before
34 this.
35 LCDR PFEIFER: Nothing besides this.
36 MR. WOODY: We only ask this to try to see if
37 somebody will come forward with something that may have
38 affected their performance at the time.
39 LCDR PFEIFER: I understand.
40 My counsel is recommending I let you know I
41 ran the marathon, and I raced in early December. So
42 I'm in good health.
43 MR. WOODY: Is that a 26-kilometer or miles
44 or --
45 LCDR PFEIFER: Yes, sir, 26 miles, 26.2.
46 MR. WOODY: Twenty-six miles. What was your
47 time?
48 LCDR PFEIFER: I got a 348 and some seconds.
49 MR. WOODY: Okay.
50 CAPT KYLE: Do you want to hire for your
51 [inaudible] team?
52 [Laughter.]
53 MR. WOODY: That's all the questions I have.
54 I want to thank you.
55 MR. STRAUCH: None for me.

1 PANEL MEMBER: Counsel, would you entertain
2 any questions before the sail orders? I mean, who
3 arranged this VIP tour, who they were, who did the
4 planning for what the schedule was and so forth?

5 LCDR STONE: I'm not so sure that's -- the XO
6 is the best person to ask those questions of.

7 Can I have a minute with him?

8 [Pause.]

9 LCDR PETERSON: Lieutenant Commander Craig
10 Peterson, Coast Guard.

11 Commander Pfeifer, if you could just share
12 with us some of the days preceding up to this cruise
13 and for scheduling and what you know of that, please?

14 LCDR PFEIFER: Lieutenant Commander Pfeifer.

15 I -- the scheduling of the -- of the cruise,
16 which we refer to as the "VIP cruise," wasn't in my
17 direct control, and I believe I first heard it proposed
18 to our ship when we were in San Francisco. We were
19 there previously. I don't recall the date. You can
20 easily check that out. It was a couple of weeks ago.
21 And it was proposed to us that we were being asked --
22 and I heard this secondhand from the navigator who --
23 who took the call from the squadron and said, "Hey, on
24 Friday, we're" -- Friday, the 9th, I guess it was --
25 "Hey, we're looking at scheduling you guys for a VIP
26 cruise," and when that is, you know, well, who are
27 there, and I don't -- I'm not sure I knew it then, but
28 we did hear that maybe Admiral Kaneski [ph] was
29 interested in us supporting this VIP cruise, and we
30 think a lot of the admiral. And if that was true that
31 he wanted us to do it, we'd be glad to do that and make
32 that work in our schedule.

33 That week, if you noticed -- like on my
34 schedule, there's a lot of training and lecture. That
35 was a week set aside for lecture training, and so we
36 worked it all out so that we could support the VIP
37 cruise and get all the lectures in that we needed.

38 LCDR PETERSON: Did you know any of these
39 VIPs that were coming on board?

40 LCDR PFEIFER: I didn't. We -- at some
41 point, we heard Admiral Mackey was going to be with us,
42 and then -- I didn't know who it was. I've since heard
43 who he was, and I just -- to me, it's another admiral.

44 I don't know. And he -- he was coming, he wasn't
45 coming, and then he wasn't sure, and then he decided
46 not to come, I guess.

47 And, you know, I hate to -- I hate to tell
48 you this. I'm just kind of hearing this secondhand and
49 its speculation because to me "I'm getting underway and
50 we are taking these guys out there, and we're glad to
51 do it" and whether he came or not it didn't matter to
52 me.

53 LCDR PETERSON: Had you done any of these
54 since you've been on board?

55 LCDR PFEIFER: VIP cruises?

1 LCDR PETERSON: Yeah.
2 LCDR PFEIFER: Yeah. We've done a number of
3 them.
4 LCDR PETERSON: Fairly common? I mean, how
5 many have you done, do you think?
6 LCDR PFEIFER: You'd have to check the
7 record, but --
8 LCDR PETERSON: Quarterly?
9 LCDR PFEIFER: Let me see. Let me -- maybe
10 four. Not necessarily the same script from here in
11 Hawaii. There was -- we took some from Santa Barbara
12 to San Diego. I think we had done another one here.
13 We took -- that's it. Maybe only -- maybe this was
14 only our third one. It kind of seems like there was
15 more. I don't recall.
16 PANEL MEMBER: Point of clarification on that
17 question of how much time. I mean, how -- three
18 cruises. How long have you been XO?
19 LCDR PFEIFER: I've been XO for 15 months.
20 So --
21 PANEL MEMBER: I don't have anything more.
22 CAPT KYLE: Captain Kyle, SUBPAC.
23 Only one question. Did you -- did you have
24 an agenda for this trip, or is there a plan of attack
25 or a --
26 LCDR PFEIFER: Yes, sir. The -- I didn't
27 specify a temporary standing order but I did have a
28 plan of attack which you can kind of follow -in the
29 plan of the day, and also verbally discussed it with a
30 couple of individuals, "Hey, we're going to break these
31 guys up into two groups, and you take this half and you
32 take this half." So it wasn't like they were coming on
33 board with no plan. It was a good plan, and it went
34 through kind of a scripted routine.
35 CAPT KYLE: Okay. So you broke the group
36 into halves, and then they had schedules laid out and
37 the plan of the day for that Friday?
38 LCDR PFEIFER: Yes, sir.
39 CAPT KYLE: So that is how the crew is
40 notified to expect angles and things that were coming
41 up by the plan of day and by word of mouth to the
42 action officers or --
43 LCDR PFEIFER: The major events would be by
44 the plan of the day, and the specifics of who was
45 eating with which group and which junior officer or
46 which officer was taking this group around was a
47 word-of-mouth thing. Yes, sir.
48 CAPT KYLE: Okay. No further questions from
49 me.
50 MR. ROTH-ROFFY: Does anybody else have any
51 further questions?
52 MR. WOODY: Could I clarify, if I understand,
53 that you produced this form for us?
54 LCDR PFEIFER: Yes, sir.
55 MR. WOODY: I'd like to thank you very much.

1 LCDR PFEIFER: You're welcome.

2 PANEL MEMBER: I do have one -- non-related
3 to the questions of the search and rescue, but I do
4 have -- we asked -- it may save us some time if you
5 know the answer to this question, and I think this
6 request came down from Commander Caccivio. There was a
7 question about the optics versus gage check while doing
8 the drive.

9 LCDR PFEIFER: Yes, sir. I don't know that
10 it was or wasn't checked. I did ask the chief of the
11 boat who frequently stands dive and also another Chief
12 O'Keefe who is a longtime member of our ship's company,
13 and he said the optics is at 64 feet and it always has
14 been. And so that is what we train to, 64 feet on
15 number-two scope.

16 PANEL MEMBER: What the question really was,
17 XO, is 64 feet, but, frequently, when the boat
18 submerges, there is a check of the optics and what the
19 depth gage reads.

20 LCDR PFEIFER: Yes, sir, and I can't answer
21 that. I don't -- I don't know, but we can find that
22 answer out for you.

23 PANEL MEMBER: Okay. If you could ask the
24 officer of the deck and the diving officer who were on
25 there and that information is available, we don't need
26 to bring them up here. You could just give us a call
27 with that. That would be great.

28 LCDR PFEIFER: Aye-aye, sir. I'll do that.

29 MR. ROTH-ROFFY: Okay. Having no further
30 questions, that ends our interview with Lieutenant
31 Commander Pfeifer.

32 The time is about 14:32, and we would like to
33 thank you very much for coming up and speaking with us.

34 LCDR PFEIFER: You're welcome, sir.

35 [End of interview with Lieutenant Commander
36 Gerald Pfeifer.]